

Section 4

Bicyclist-Motor Vehicle Total Crashes, Injury Crashes and Fatal Crashes, 2001

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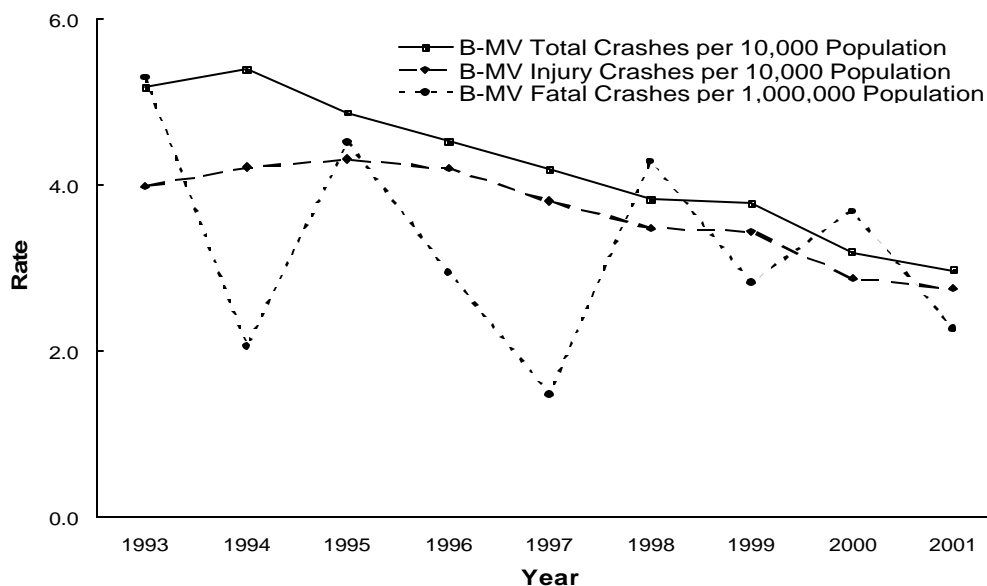
Bicyclist-Motor Vehicle Crashes 1993 - 2001

Table 4.01 and Figure 4.01 shows the trends in bicyclist-motor vehicle (B-MV) crashes for 1993 to 2001. The rates of total bicyclist-motor vehicle crashes and injury crashes have decreased steadily since 1994, while fatal crashes varied year to year. Part of the decrease in reported bicycle crashes from 1997 to 2001 is due to a change in reporting criteria initiated in 1997 that excluded private property crashes. As a result, bicycle crashes that occurred in a parking lot, driveway, sidewalk, and other private roadways would not be included from 1997 forward. Therefore, the years 1993-1996 cannot be compared with years 1997-2000. The small number of bicyclist-motor vehicle fatal crashes makes it difficult to compare increases and decreases from year to year.

Table 4.01 Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993 - 2001

Year	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	#	Rate per 10,000 Population	#	Rate per 10,000 Population	#	Rate per 1,000,000 Population
1993	977	5.2	751	4.0	10	5.3
1994	1,047	5.4	819	4.2	4	2.1
1995	972	4.9	860	4.3	9	4.5
1996	925	4.5	858	4.2	6	2.9
1997	855	4.2	778	3.8	3	1.5
1998	804	3.8	728	3.5	9	4.3
1999	804	3.8	732	3.4	6	2.8
2000	691	3.2	625	2.9	8	3.7
2001	656	3.0	609	2.7	5	2.3

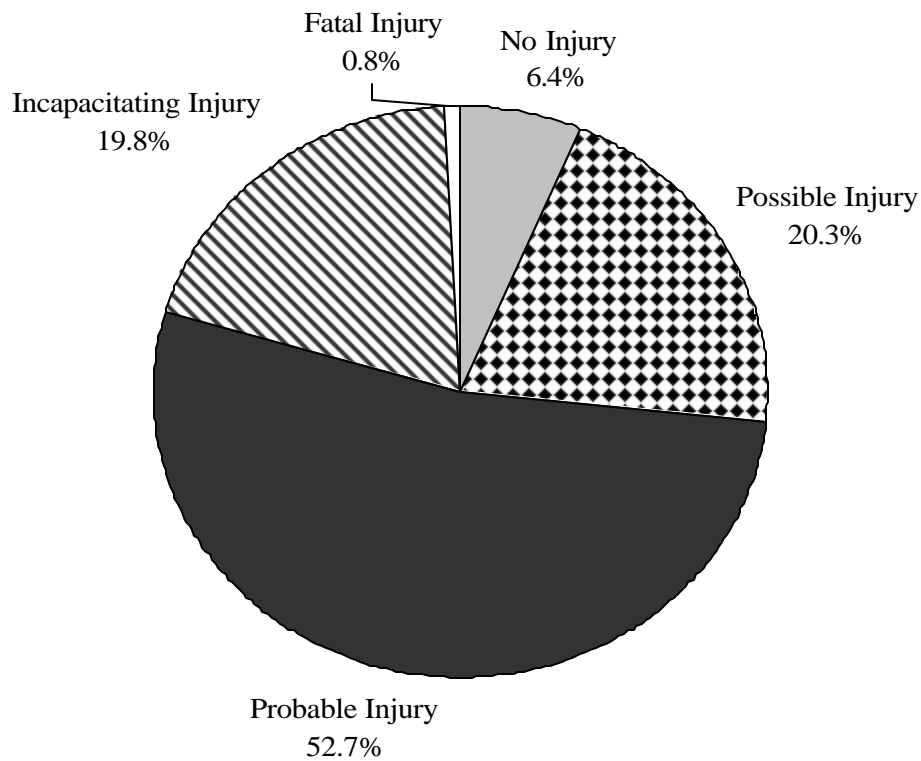
Figure 4.01 Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 1993 - 2001



Bicyclist-Motor Vehicle Crash Severity

Figure 4.02 shows the breakdown of bicyclist-motor vehicle crash severity. Almost all bicyclist-motor vehicle crashes resulted in an injury (93.6%) compared to 37.2% of all motor vehicle crashes (Figure 1.03). However, bicyclist-motor vehicle crashes resulted in only a slightly larger percentage (0.8%) of fatal crashes compared to all motor vehicle crashes (0.5%).

Figure 4.02 Severity of Bicyclist-Motor Vehicle Crashes as Reported by Police, Utah 2001 (n=656)



Bicyclist-Motor Vehicle Crashes by County

The rates of total bicycle-involved motor vehicle crashes, injury crashes and fatal crashes by county are shown in Table 4.02. There are two different rates given; one based on the miles traveled by motor vehicles in the county, and another on the population of the county. The top three counties for total bicyclist-involved motor vehicle crashes based on miles traveled were Rich, Weber and Salt Lake. The top counties for bicyclist-involved motor vehicle injury crashes were Rich, Weber and Utah Counties.

Table 4.02 Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes by County, Utah 2001

County	B-MV Total Crashes			B-MV Injury Crashes			B-MV Fatal Crashes		
	Rate	Rate per	#	Rate	Rate per	#	Rate per	Rate per	#
	per 100	10,000		per 100	10,000		10,000	100,000	
	MVMT	Population		MVMT	Population		MVMT	Population	
Beaver	1	0.4	1.4	1	0.4	1.4	0	0.0	0.0
Box Elder	6	0.6	1.4	6	0.6	1.4	0	0.0	0.0
Cache	24	3.0	2.5	23	2.9	2.4	0	0.0	0.0
Carbon	4	1.2	1.7	4	1.2	1.7	0	0.0	0.0
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	53	2.4	2.2	48	2.2	2.0	0	0.0	0.0
Duchesne	1	0.5	0.7	1	0.5	0.7	0	0.0	0.0
Emery	2	0.6	1.8	2	0.6	1.8	0	0.0	0.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	7	2.5	6.1	7	2.5	6.1	0	0.0	0.0
Iron	7	1.2	2.0	7	1.2	2.0	0	0.0	0.0
Juab	1	0.3	1.2	1	0.3	1.2	0	0.0	0.0
Kane	3	2.4	3.9	3	2.4	3.9	0	0.0	0.0
Millard	2	0.5	1.5	1	0.2	0.8	1	23.7	7.7
Morgan	1	0.8	1.4	0	0.0	0.0	1	83.0	14.1
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	2	4.6	10.6	2	4.6	10.6	0	0.0	0.0
Salt Lake	315	4.1	3.5	288	3.7	3.2	2	2.6	0.2
San Juan	2	0.7	1.5	2	0.7	1.5	0	0.0	0.0
Sanpete	2	0.9	0.9	2	0.9	0.9	0	0.0	0.0
Sevier	2	0.5	1.0	2	0.5	1.0	0	0.0	0.0
Summit	6	0.9	2.1	6	0.9	2.1	0	0.0	0.0
Tooele	4	0.5	1.1	3	0.4	0.8	0	0.0	0.0
Uintah	2	0.7	0.8	2	0.7	0.8	0	0.0	0.0
Utah	125	4.0	3.5	121	3.8	3.4	0	0.0	0.0
Wasatch	8	3.1	5.4	8	3.1	5.4	0	0.0	0.0
Washington	13	1.4	1.4	11	1.2	1.2	0	0.0	0.0
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	63	4.2	3.2	58	3.8	3.0	1	6.6	0.5
Statewide	656	2.8	3.0	609	2.6	2.7	5	2.1	0.2

Table 4.03 compares the rates of bicyclist-motor vehicle crashes by county in 2001 to 2000. Most counties experienced only slight changes in total bicyclist-motor vehicle crashes and injury crashes from 2000 to 2001.

Table 4.03. Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes by County, Utah
2000 - 2001

County	B-MV Total Crashes				B-MV Injury Crashes				B-MV Fatal Crashes			
	2000		2001		2000		2001		2000		2001	
	Rate per 100 # MVMT		Rate per 100 # MVMT		Rate per 100 # MVMT		Rate per 100 # MVMT		Rate per 10,000 # MVMT		Rate per 10,000 # MVMT	
Beaver	1	0.5	1	0.4	1	0.5	1	0.4	0	0.0	0	0.0
Box Elder	9	1.0	6	0.6	9	1.0	6	0.6	0	0.0	0	0.0
Cache	37	4.7	24	3.0	35	4.4	23	2.9	0	0.0	0	0.0
Carbon	1	0.3	4	1.2	1	0.3	4	1.2	0	0.0	0	0.0
Daggett	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Davis	54	2.6	53	2.4	53	2.5	48	2.2	0	0.0	0	0.0
Duchesne	2	1.0	1	0.5	2	1.0	1	0.5	0	0.0	0	0.0
Emery	1	0.3	2	0.6	1	0.3	2	0.6	0	0.0	0	0.0
Garfield	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Grand	3	1.1	7	2.5	3	1.1	7	2.5	0	0.0	0	0.0
Iron	6	1.1	7	1.2	6	1.1	7	1.2	0	0.0	0	0.0
Juab	2	0.6	1	0.3	2	0.6	1	0.3	0	0.0	0	0.0
Kane	0	0.0	3	2.4	0	0.0	3	2.4	0	0.0	0	0.0
Millard	2	0.5	2	0.5	2	0.5	1	0.2	0	0.0	1	23.7
Morgan	0	0.0	1	0.8	0	0.0	0	0.0	0	0.0	1	83.0
Piute	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Rich	0	0.0	2	4.6	0	0.0	2	4.6	0	0.0	0	0.0
Salt Lake	356	4.9	315	4.1	313	4.3	288	3.7	4	5.5	2	2.6
San Juan	1	0.4	2	0.7	1	0.4	2	0.7	0	0.0	0	0.0
Sanpete	2	0.9	2	0.9	2	0.9	2	0.9	0	0.0	0	0.0
Sevier	3	0.8	2	0.5	2	0.5	2	0.5	0	0.0	0	0.0
Summit	8	1.3	6	0.9	7	1.1	6	0.9	1	16.1	0	0.0
Tooele	4	0.6	4	0.5	4	0.6	3	0.4	0	0.0	0	0.0
Uintah	4	1.4	2	0.7	4	1.4	2	0.7	0	0.0	0	0.0
Utah	115	3.8	125	4.0	106	3.5	121	3.8	2	6.6	0	0.0
Wasatch	3	1.2	8	3.1	3	1.2	8	3.1	0	0.0	0	0.0
Washington	25	2.8	13	1.4	23	2.6	11	1.2	1	11.1	0	0.0
Wayne	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0
Weber	52	3.4	63	4.2	45	3.0	58	3.8	0	0.0	1	6.6
Statewide	691	3.1	656	2.8	625	2.8	609	2.6	8	3.6	5	2.1

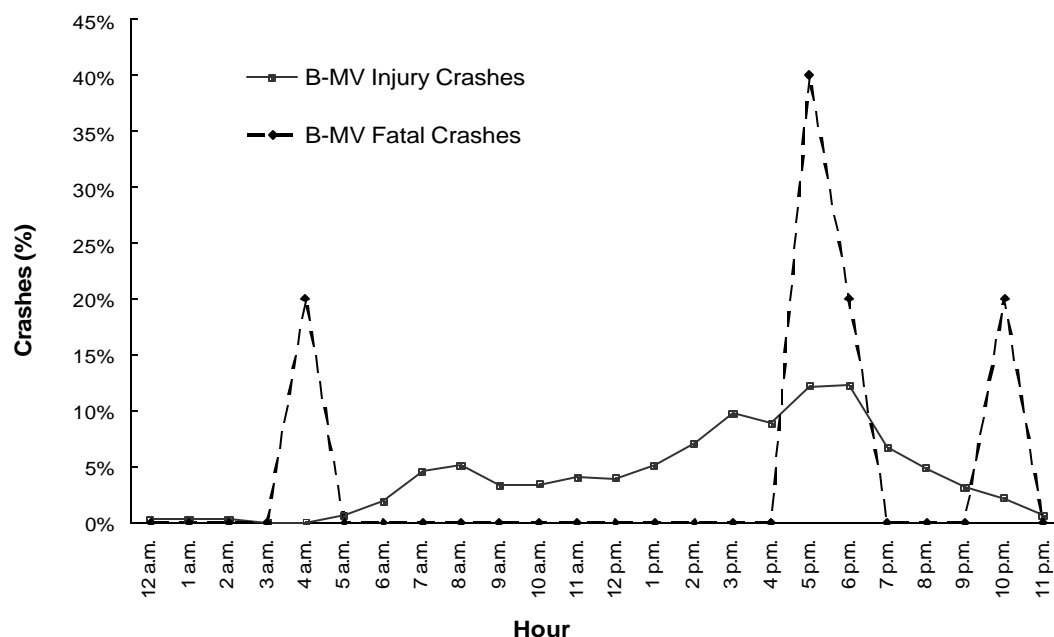
Bicyclist-Motor Vehicle Crash Times

Table 4.04 and Figure 4.03 show that total bicyclist-motor vehicle crashes and injury crashes peaked during the late afternoon and early evening hours (2 p.m. to 6 p.m.).

Table 4.04 Hour of Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Hour	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	#	%	#	%	#	%
12 a.m.	1	0.2%	1	0.2%	0	0.0%
1 a.m.	1	0.2%	1	0.2%	0	0.0%
2 a.m.	1	0.2%	1	0.2%	0	0.0%
3 a.m.	0	0.0%	0	0.0%	0	0.0%
4 a.m.	1	0.2%	0	0.0%	1	20.0%
5 a.m.	4	0.6%	4	0.7%	0	0.0%
6 a.m.	12	1.8%	11	1.8%	0	0.0%
7 a.m.	32	4.9%	28	4.6%	0	0.0%
8 a.m.	33	5.0%	31	5.1%	0	0.0%
9 a.m.	20	3.0%	20	3.3%	0	0.0%
10 a.m.	22	3.4%	21	3.4%	0	0.0%
11 a.m.	26	4.0%	25	4.1%	0	0.0%
12 p.m.	27	4.1%	24	3.9%	0	0.0%
1 p.m.	32	4.9%	31	5.1%	0	0.0%
2 p.m.	47	7.2%	43	7.1%	0	0.0%
3 p.m.	63	9.6%	59	9.7%	0	0.0%
4 p.m.	58	8.8%	54	8.9%	0	0.0%
5 p.m.	82	12.5%	74	12.2%	2	40.0%
6 p.m.	78	11.9%	75	12.3%	1	20.0%
7 p.m.	45	6.9%	41	6.7%	0	0.0%
8 p.m.	30	4.6%	29	4.8%	0	0.0%
9 p.m.	22	3.4%	19	3.1%	0	0.0%
10 p.m.	15	2.3%	13	2.1%	1	20.0%
11 p.m.	4	0.6%	4	0.7%	0	0.0%
Grand Total	656	100.0%	609	100.0%	5	100.0%

Figure 4.03 Hour of Bicyclist-Motor Vehicle (B-MV) Injury Crashes and Fatal Crashes, Utah 2001 (See Table 4.04 for values)



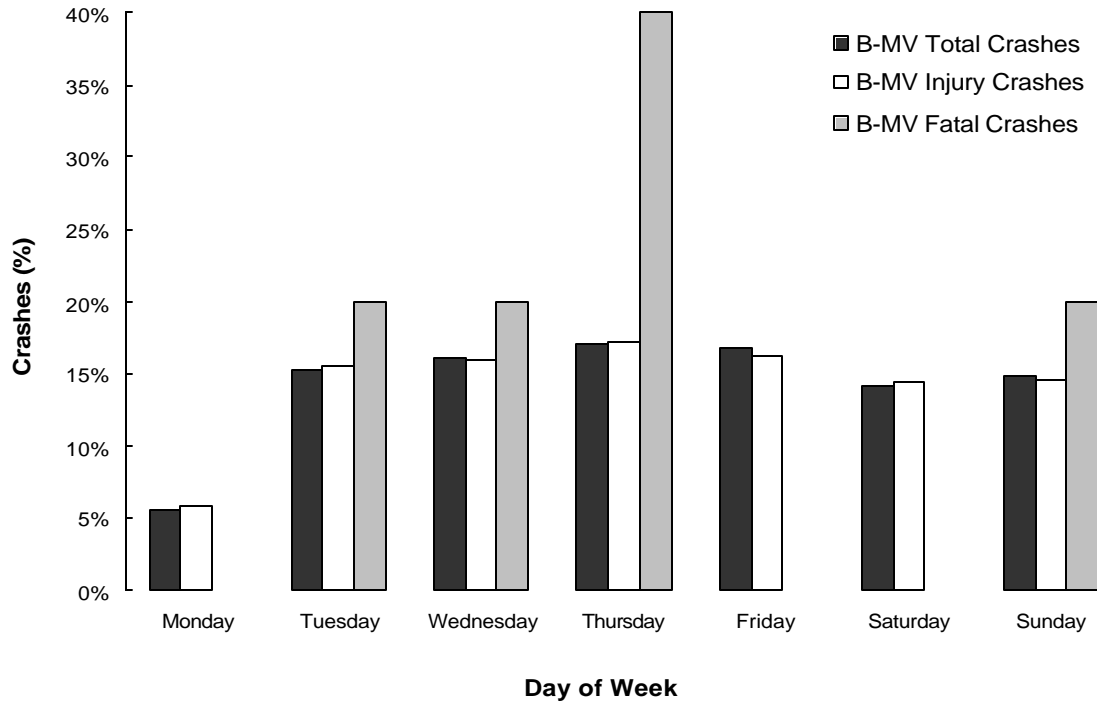
May through September had the highest rates of total bicyclist-motor vehicle crashes and injury crashes per day (Table 4.05).

Table 4.05 Month of Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Crash Month	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	#	Rate per Day	#	Rate per Day	#	Rate per Day
January	19	0.6	17	0.5	1	0.0
February	18	0.6	17	0.6	1	0.0
March	41	1.3	37	1.2	0	0.0
April	59	2.0	55	1.8	0	0.0
May	80	2.6	76	2.5	1	0.0
June	80	2.7	76	2.5	0	0.0
July	82	2.6	76	2.5	0	0.0
August	92	3.0	86	2.8	1	0.0
September	82	2.7	76	2.5	0	0.0
October	63	2.0	60	1.9	0	0.0
November	27	0.9	21	0.7	1	0.0
December	13	0.4	12	0.4	0	0.0
Grand Total	656	1.8	609	1.7	5	0.0

Figure 4.04 and Table 4.06 show that the highest percentage of total bicyclist-motor vehicle crashes and injury crashes occurred on Thursday, while the lowest number occurred on Monday.

Figure 4.04 Day of Week for Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001



Note: The above graph is based on percentages for the different crash categories. To read the above graph, look at one category across the days of the week. For example, look at only the white bars (i.e. bicyclist-motor vehicle injury crashes) from day to day. Do not compare the heights of the different crash categories for a specific day.

Table 4.06 Day of Week for Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Day of Week	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	#	%	#	%	#	%
Monday	37	5.6%	36	5.9%	0	0.0%
Tuesday	100	15.2%	95	15.6%	1	20.0%
Wednesday	106	16.2%	97	15.9%	1	20.0%
Thursday	112	17.1%	105	17.2%	2	40.0%
Friday	110	16.8%	99	16.3%	0	0.0%
Saturday	93	14.2%	88	14.4%	0	0.0%
Sunday	98	14.9%	89	14.6%	1	20.0%
Grand Total	656	100.0%	609	100.0%	5	100.0%

Bicyclist-Motor Vehicle Crash Characteristics

Large urban areas accounted for three-quarters (75.2%) of the total bicyclist-motor vehicle crashes and 60.0% of the fatal bicycle-motor vehicle crashes (Table 4.07).

Table 4.07 Urban / Rural Location of Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Urban / Rural Location	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	#	%	#	%	#	%
Rural Area - Up to 5,000	113	17.2%	105	17.2%	2	40.0%
Small Urban - 5,000 to 49,999	26	4.0%	24	3.9%	0	0.0%
Moderate Urban - 50,000 to 199,999	18	2.7%	18	3.0%	0	0.0%
Large Urban - 200,000 or More	493	75.2%	456	74.9%	3	60.0%
Missing	6	0.9%	6	1.0%	0	0.0%
Grand Total	656	100.0%	609	100.0%	5	100.0%

Table 4.08 shows the type of vehicles involved in bicyclist-motor vehicle crashes. Over half of the vehicles involved in all three types of bicyclist-motor vehicle crashes were passenger cars (56.4%, 56.1%, and 60.0% respectively).

Table 4.08 Type of Vehicles Involved in Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Vehicle Type	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	#	%	#	%	#	%
Passenger Car	375	56.4%	347	56.1%	3	60.0%
Pickup Truck / Vans	261	39.2%	245	39.6%	2	40.0%
Unknown	20	3.0%	17	2.8%	0	0.0%
Large Truck/Semi	2	0.3%	2	0.3%	0	0.0%
Other	5	0.8%	5	0.8%	0	0.0%
Motorcycle	2	0.3%	2	0.3%	0	0.0%
School Bus	0	0.0%	0	0.0%	0	0.0%
Grand Total	665	100.0%	618	100.0%	5	100.0%

Note: More than one vehicle may be involved in a bicyclist- motor vehicle crash. Unknown vehicles are 'hit and run' vehicles.

Bicyclist-Motor Vehicle Crash Violations and Contributing Factors

There were 655 drivers involved in bicyclist-motor vehicle crashes, of which 185 (28.2%) were cited for a traffic violation (Table 4.09). The leading violation was "failure to yield right of way" (42.7%). No drivers involved in fatal bicyclist-motor vehicle crashes received a citation at the scene.

Table 4.09 Violations for Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Violations	B-MV Total Crashes		B-MV Injury Crashes	
	#	%	#	%
Failure to Yield Right of Way	79	42.7%	75	42.6%
Improper Lookout	48	25.9%	47	26.7%
All Other Non-Moving Violations	24	13.0%	23	13.1%
Hit and Run	7	3.8%	6	3.4%
Red Light	5	2.7%	5	2.8%
Driving Under the Influence	4	2.2%	4	2.3%
Stop Sign	4	2.2%	4	2.3%
All Other Moving Violations	3	1.6%	3	1.7%
Improper Turn	3	1.6%	2	1.1%
Improper Start and Stop	2	1.1%	1	0.6%
Negligent Collision	2	1.1%	2	1.1%
Reckless Driving	2	1.1%	2	1.1%
Improper Lane Change	1	0.5%	1	0.6%
Improper Passing	1	0.5%	1	0.6%
Grand Total	185	100.0%	176	100.0%

The factors contributing to bicycle-motor vehicle crashes are listed in Table 4.10. These factors were coded by the officers at the scene for motor vehicles involved in the crash. The officer may record no contributing factor or up to two different contributing factors. The primary contributing factors recorded for total bicyclist-motor vehicle crashes and injury crashes were "improper lookout," "failure to yield right of way," and "hit and run". "Driving under the influence," "had been drinking," and "under the influence of drugs" accounted for 1.3% of contributing factors in total bicyclist-motor vehicle crashes and injury crashes.

Table 4.10 Contributing Factors of Bicyclist-Motor Vehicle (B-MV) Total Crashes and Injury Crashes, Utah 2001

Contributing Factors	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	#	%	#	%	#	%
Improper Lookout	201	42.8%	190	42.9%	1	50.0%
Failed to Yield the Right of Way	148	31.5%	138	31.2%	0	0.0%
Hit and Run	51	10.9%	47	10.6%	0	0.0%
Other Improper Driving	15	3.2%	13	2.9%	1	50.0%
Speed Too Fast	11	2.3%	11	2.5%	0	0.0%
Improper Turn	10	2.1%	10	2.3%	0	0.0%
Disregarded Traffic Signal	7	1.5%	7	1.6%	0	0.0%
Driving Under the Influence	4	0.9%	4	0.9%	0	0.0%
Drove Left of Center	3	0.6%	3	0.7%	0	0.0%
Passed Stop Sign	3	0.6%	3	0.7%	0	0.0%
Failed to Signal	2	0.4%	2	0.5%	0	0.0%
Following Too Closely	2	0.4%	2	0.5%	0	0.0%
Improper Overtaking	2	0.4%	2	0.5%	0	0.0%
Non-Contact Vehicle Involved	2	0.4%	2	0.5%	0	0.0%
Wrong Side of Road	2	0.4%	2	0.5%	0	0.0%
Collision Fire	1	0.2%	1	0.2%	0	0.0%
Had Been Drinking	1	0.2%	1	0.2%	0	0.0%
Headlights Insufficient or Out	1	0.2%	1	0.2%	0	0.0%
Immersion	1	0.2%	1	0.2%	0	0.0%
Other Lights or Reflecting/Defective	1	0.2%	1	0.2%	0	0.0%
Under the Influence of Drugs	1	0.2%	1	0.2%	0	0.0%
Windshield Not Clear	1	0.2%	1	0.2%	0	0.0%
Grand Total	470	100.0%	443	100.0%	2	100.0%

Drivers Involved in Bicyclist-Motor Vehicle Crashes

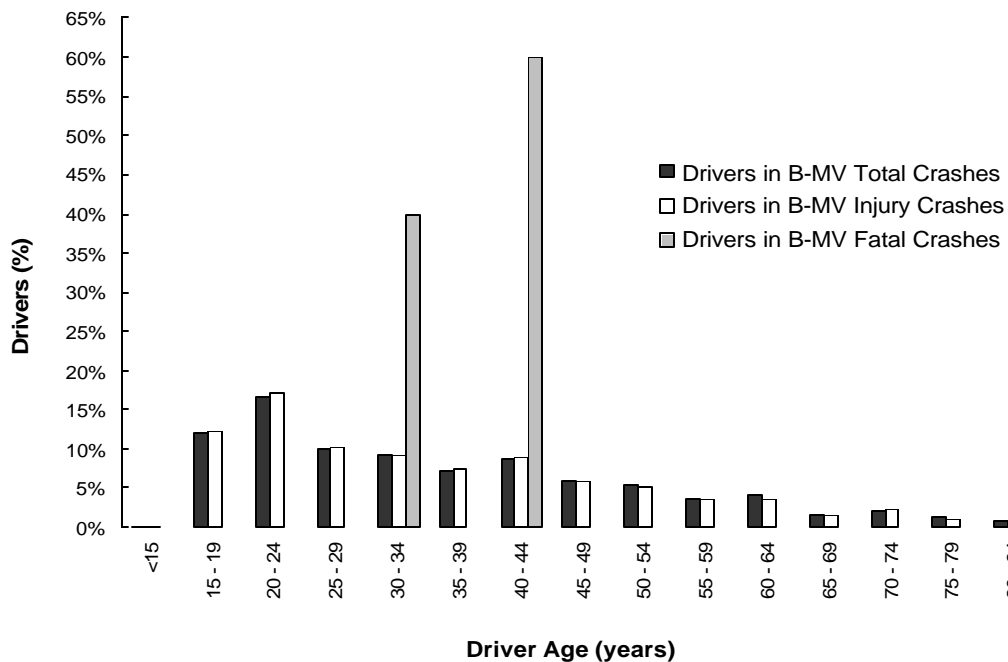
Drivers between the ages of 15 to 24 years represented the greatest percentage of motor vehicle drivers (28.7%) involved in a total bicyclist-motor vehicle crash, while drivers aged 40 to 44 years each accounted for 60.0% of drivers involved in fatal bicyclist-motor vehicle crashes (Table 4.11 and Figure 4.05).

Table 4.11 Age of Drivers Involved in Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Driver's Age	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	# Drivers	%	# Drivers	%	# Drivers	%
<15	1	0.2%	1	0.2%	0	0.0%
15 - 19	79	12.1%	74	12.2%	0	0.0%
20 - 24	109	16.6%	104	17.1%	0	0.0%
25 - 29	65	9.9%	62	10.2%	0	0.0%
30 - 34	61	9.3%	55	9.0%	2	40.0%
35 - 39	48	7.3%	45	7.4%	0	0.0%
40 - 44	58	8.9%	54	8.9%	3	60.0%
45 - 49	38	5.8%	35	5.8%	0	0.0%
50 - 54	36	5.5%	32	5.3%	0	0.0%
55 - 59	23	3.5%	22	3.6%	0	0.0%
60 - 64	26	4.0%	22	3.6%	0	0.0%
65 - 69	10	1.5%	9	1.5%	0	0.0%
70 - 74	14	2.1%	14	2.3%	0	0.0%
75 - 79	8	1.2%	6	1.0%	0	0.0%
80 - 84	6	0.9%	5	0.8%	0	0.0%
85 +	2	0.3%	2	0.3%	0	0.0%
Missing	71	10.8%	66	10.9%	0	0.0%
Grand Total	655	100.0%	608	100.0%	5	100.0%

Note: More than one driver may be involved in bicyclist-motor vehicle crashes and driver information may be missing (e.g. a hit and run).

Figure 4.05 Age of Drivers Involved in Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001 (See Table 4.11 for values)



Note: The above graph is based on percentage for the different crash categories. To read the above graph, look at one category across the age groups. For example, look at only the white bars (i.e. drivers in bicyclist-motor vehicle injury crashes) from age group to age group. Do not compare the heights of the different crash categories for a specific age group.

Table 4.12 shows that half (50.8%) of motor vehicle drivers involved in total bicycle-motor vehicle crashes, and injury bicycle-motor vehicle crashes were male.

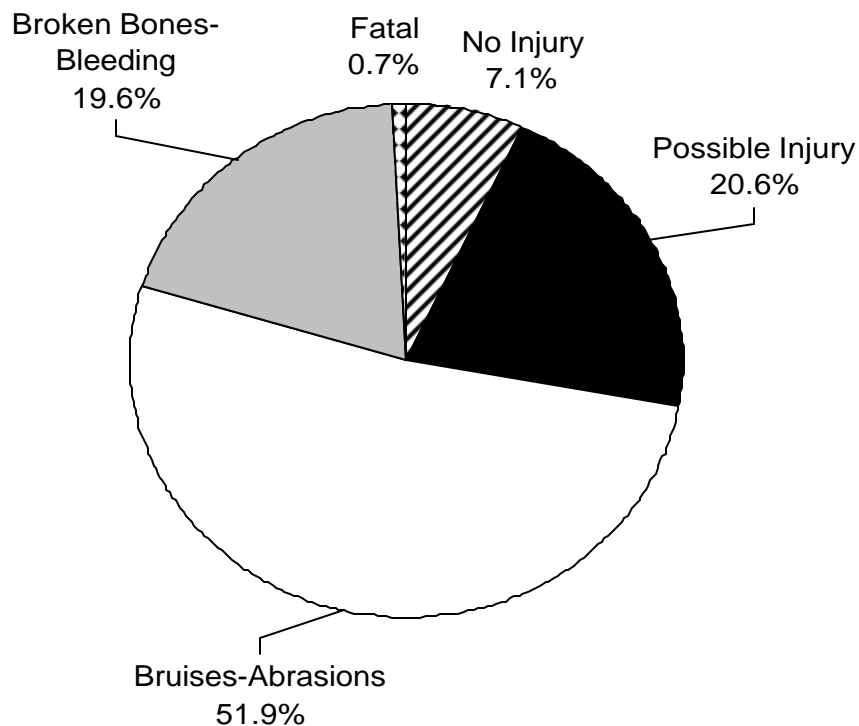
Table 4.12 Gender of Drivers Involved in Bicyclist-Motor Vehicle (B-MV) Total Crashes, Injury Crashes and Fatal Crashes, Utah 2001

Driver's Gender	B-MV Total Crashes		B-MV Injury Crashes		B-MV Fatal Crashes	
	# Drivers	%	# Drivers	%	# Drivers	%
Female	277	42.3%	258	42.4%	3	60.0%
Male	333	50.8%	309	50.8%	2	40.0%
Missing	45	6.9%	41	6.7%	0	0.0%
Grand Total	655	100.0%	608	100.0%	5	100.0%

Bicyclist Injury Severity

Figure 4.06 shows that the majority of bicyclists sustained an injury (92.9%) compared to 21.5% of all motor vehicle crash participants (Figure 2.03). The percentage of bicyclist fatalities (0.7%) was higher than for all motor vehicle crash participants (0.2%). There were 5 bicyclists killed on Utah public roadways in 2001, compared to 9 bicyclists killed during 2000.

Figure 4.06 Bicyclist Injury Severity as Reported by Police, Utah 2001 (n=678)



Bicyclists by County

Table 4.13 shows the number of bicyclists, injured bicyclists and bicyclist fatalities involved in motor vehicle crashes by county. The leading counties for total bicyclists and injured bicyclists involved in a motor vehicle crash per million vehicle miles traveled were Rich, Weber, Salt Lake, and Utah Counties.

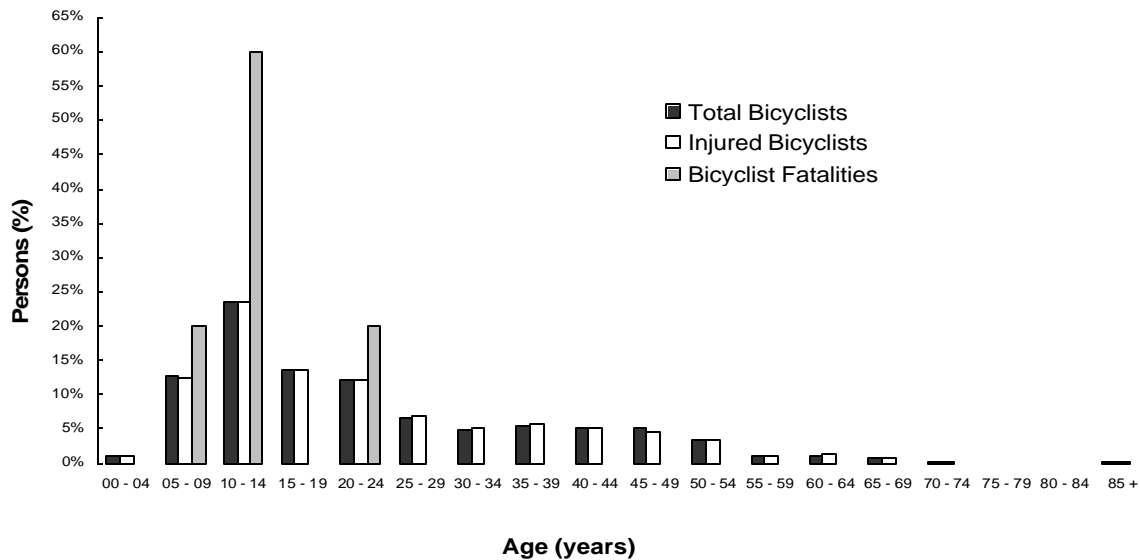
Table 4.13 Total Bicyclists, Injured Bicyclists and Bicyclist Fatalities by County, Utah 2001

County	Total Bicyclists			Injured Bicyclists			Bicyclist Fatalities		
	#	Rate per 100 MVMT	Rate per 10,000 Population	#	Rate per 100 MVMT	Rate per 10,000 Population	#	Rate per 10,000 MVMT	Rate per 100,000 Population
Beaver	2	0.9	2.8	2	0.9	2.8	0	0.0	0.0
Box Elder	8	0.9	1.8	8	0.9	1.8	0	0.0	0.0
Cache	24	3.0	2.5	23	2.9	2.4	0	0.0	0.0
Carbon	4	1.2	1.7	4	1.2	1.7	0	0.0	0.0
Daggett	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Davis	54	2.5	2.3	49	2.3	2.0	0	0.0	0.0
Duchesne	2	1.0	1.4	2	1.0	1.4	0	0.0	0.0
Emery	2	0.6	1.8	2	0.6	1.8	0	0.0	0.0
Garfield	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Grand	8	2.8	6.9	8	2.8	6.9	0	0.0	0.0
Iron	8	1.4	2.3	8	1.4	2.3	0	0.0	0.0
Juab	1	0.3	1.2	1	0.3	1.2	0	0.0	0.0
Kane	3	2.4	3.9	3	2.4	3.9	0	0.0	0.0
Millard	2	0.5	1.5	1	0.2	0.8	1	23.7	7.7
Morgan	2	1.7	2.8	1	0.8	1.4	1	83.0	14.1
Piute	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Rich	2	4.6	10.6	2	4.6	10.6	0	0.0	0.0
Salt Lake	328	4.2	3.7	295	3.8	3.3	2	2.6	0.2
San Juan	2	0.7	1.5	2	0.7	1.5	0	0.0	0.0
Sanpete	2	0.9	0.9	2	0.9	0.9	0	0.0	0.0
Sevier	2	0.5	1.0	2	0.5	1.0	0	0.0	0.0
Summit	6	0.9	2.1	6	0.9	2.1	0	0.0	0.0
Tooele	2	0.3	0.6	2	0.3	0.6	0	0.0	0.0
Uintah	2	0.7	0.8	2	0.7	0.8	0	0.0	0.0
Utah	125	4.0	3.5	120	3.8	3.4	0	0.0	0.0
Wasatch	8	3.1	5.4	8	3.1	5.4	0	0.0	0.0
Washington	14	1.5	1.6	12	1.3	1.3	0	0.0	0.0
Wayne	0	0.0	0.0	0	0.0	0.0	0	0.0	0.0
Weber	65	4.3	3.3	60	4.0	3.1	1	6.6	0.5
Statewide	678	2.9	3.1	625	2.7	2.8	5	2.1	0.2

Bicyclist Characteristics

Figure 4.07 and Table 4.14 show that the majority of total bicyclists (62.3%) and injured bicyclists (62.0%) involved in a crash were between the ages of 5 to 24 years. All the fatalities were in this same age group.

Figure 4.07 Age of Total Bicyclists, Injured Bicyclists and Bicyclist Fatalities Involved in a Crash, Utah 2001



Note: The above graph is based on percentages for the different injury categories. To read the above graph, look at one category across the age groups. For example, look at only the white bars (i.e. injured bicyclist) from age group to age group. Do not compare the heights of the different injury categories for a specific age group.

Table 4.14 Age of Total Bicyclists, Injured Bicyclists and Bicyclist Fatalities, Utah 2001

Age	Total Bicyclists		Injured Bicyclists		Bicyclist Fatalities	
	#	%	#	%	#	%
00 - 04	7	1.0%	7	1.1%	0	0.0%
05 - 09	87	12.8%	79	12.6%	1	20.0%
10 - 14	161	23.7%	147	23.5%	3	60.0%
15 - 19	93	13.7%	85	13.6%	0	0.0%
20 - 24	82	12.1%	77	12.3%	1	20.0%
25 - 29	46	6.8%	44	7.0%	0	0.0%
30 - 34	33	4.9%	31	5.0%	0	0.0%
35 - 39	38	5.6%	36	5.8%	0	0.0%
40 - 44	35	5.2%	33	5.3%	0	0.0%
45 - 49	35	5.2%	29	4.6%	0	0.0%
50 - 54	23	3.4%	22	3.5%	0	0.0%
55 - 59	7	1.0%	6	1.0%	0	0.0%
60 - 64	8	1.2%	8	1.3%	0	0.0%
65 - 69	6	0.9%	5	0.8%	0	0.0%
70 - 74	2	0.3%	2	0.3%	0	0.0%
75 - 79	0	0.0%	0	0.0%	0	0.0%
80 - 84	0	0.0%	0	0.0%	0	0.0%
85 +	2	0.3%	2	0.3%	0	0.0%
Missing	13	1.9%	12	1.9%	0	0.0%
Grand Total	678	100.0%	625	100.0%	5	100.0%

The majority of the total bicyclists (80.5%) and injured bicyclists (80.0%) involved in crashes were male (Table 4.15).

Table 4.15 Gender of Total Bicyclists, Injured Bicyclists and Bicyclist Fatalities, Utah 2001

Gender	Total Bicyclists		Injured Bicyclists		Bicyclist Fatalities	
	#	%	#	%	#	%
Female	132	19.5%	125	20.0%	1	20.0%
Male	546	80.5%	500	80.0%	4	80.0%
Grand Total	678	100.0%	625	100.0%	5	100.0%

The actions of the bicyclist prior to the crash are shown in Table 4.16. The leading total bicyclists and injured bicyclists actions prior to the crash were “riding in roadway with traffic” and “riding in roadway against traffic”. The leading bicyclist action prior to crash for the bicyclists who died were “riding in roadway against traffic”.

Table 4.16 Bicyclist Action Prior to Crash, Utah 2001

Bicyclist Action Prior to Crash	Total Bicyclists		Injured Bicyclists		Bicyclist Fatalities	
	#	%	#	%	#	%
Riding in Roadway With Traffic	139	20.5%	135	21.6%	0	0.0%
Riding in Roadway Against Traffic	126	18.6%	116	18.6%	2	40.0%
Crossing Intersection No Signal	112	16.5%	104	16.6%	0	0.0%
Crossing Intersection with Signal	109	16.1%	101	16.2%	0	0.0%
Crossing Intersection Against Signal	68	10.0%	58	9.3%	1	20.0%
Crossing Not at Intersection	51	7.5%	46	7.4%	1	20.0%
Riding on Sidewalk	31	4.6%	28	4.5%	0	0.0%
Coming from Behind Parked Cars	11	1.6%	10	1.6%	0	0.0%
Other in Roadway	8	1.2%	8	1.3%	0	0.0%
Crossing Intersection Diagonally	7	1.0%	6	1.0%	0	0.0%
Not Stated	5	0.7%	3	0.5%	0	0.0%
Playing in Roadway	5	0.7%	5	0.8%	0	0.0%
Hitching on Vehicle	2	0.3%	2	0.3%	0	0.0%
Walking in Roadway with Traffic	1	0.1%	0	0.0%	1	20.0%
Not in Roadway	1	0.1%	1	0.2%	0	0.0%
Standing on Crosswalk Median	1	0.1%	1	0.2%	0	0.0%
Missing	1	0.1%	1	0.2%	0	0.0%
Grand Total	678	100.0%	625	100.0%	5	100.0%

Alcohol and Other Drugs:

Of the 5 bicyclist fatalities, none of the bicyclist were impaired by alcohol or other drugs. Of the motor vehicle drivers involved in a fatal bicyclist crash, 1 was impaired by alcohol or other drugs.

Bicyclists and Helmet

Helmet was not coded consistently at the time-of-crash for bicyclists and cannot be reported with accuracy. As a result, it is not included in this summary.